

# FIG. 1

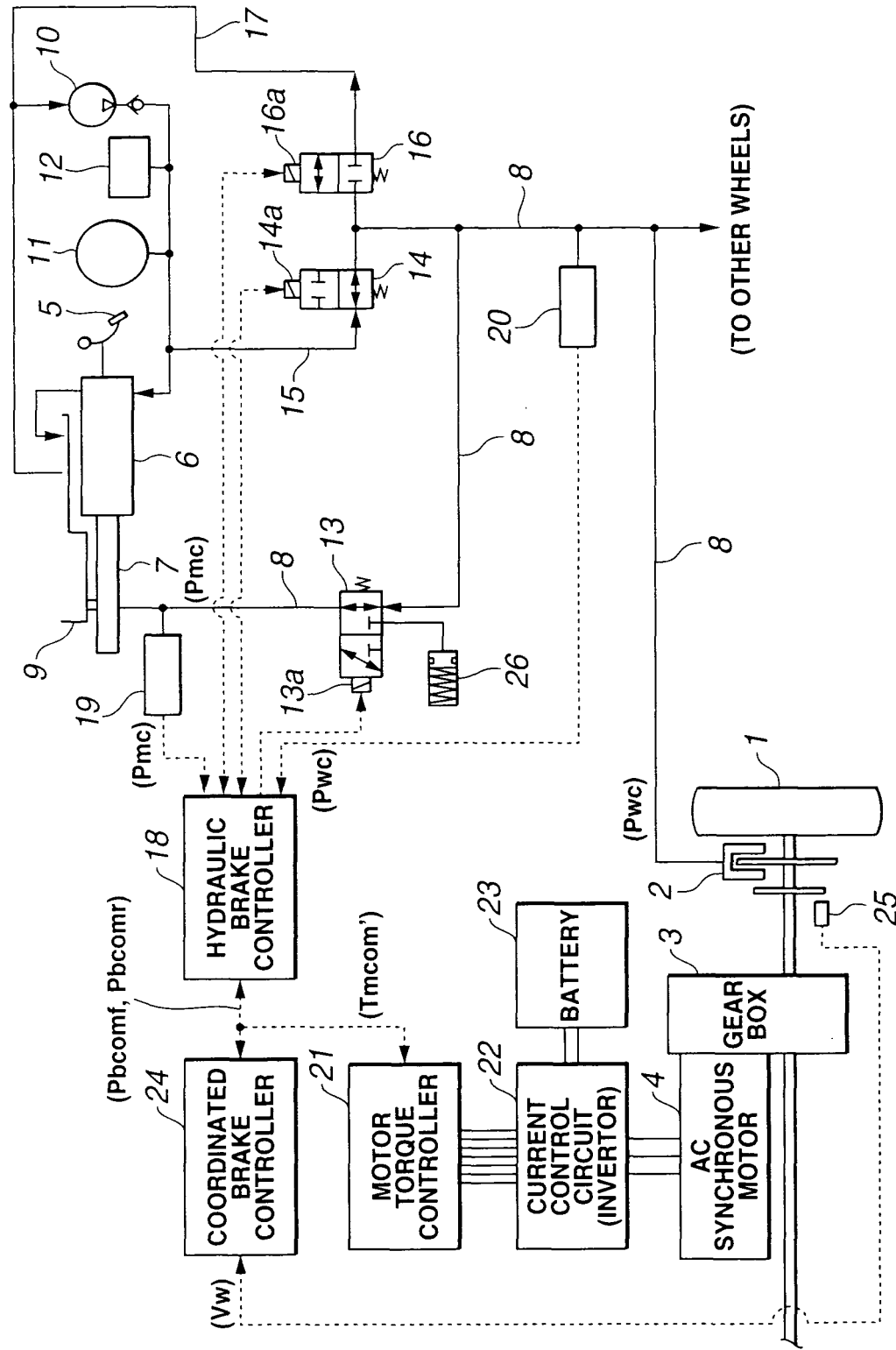


FIG.2

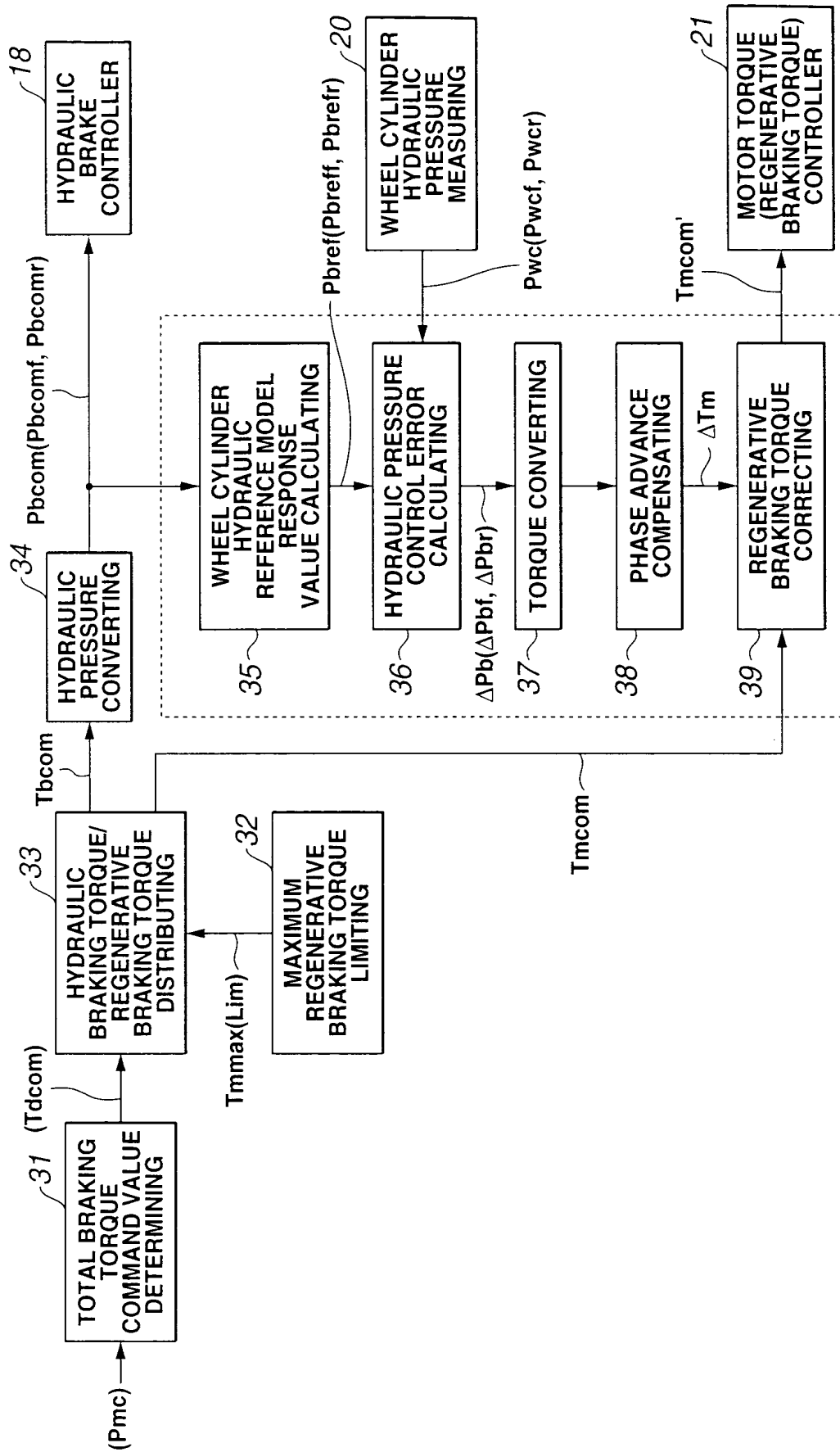
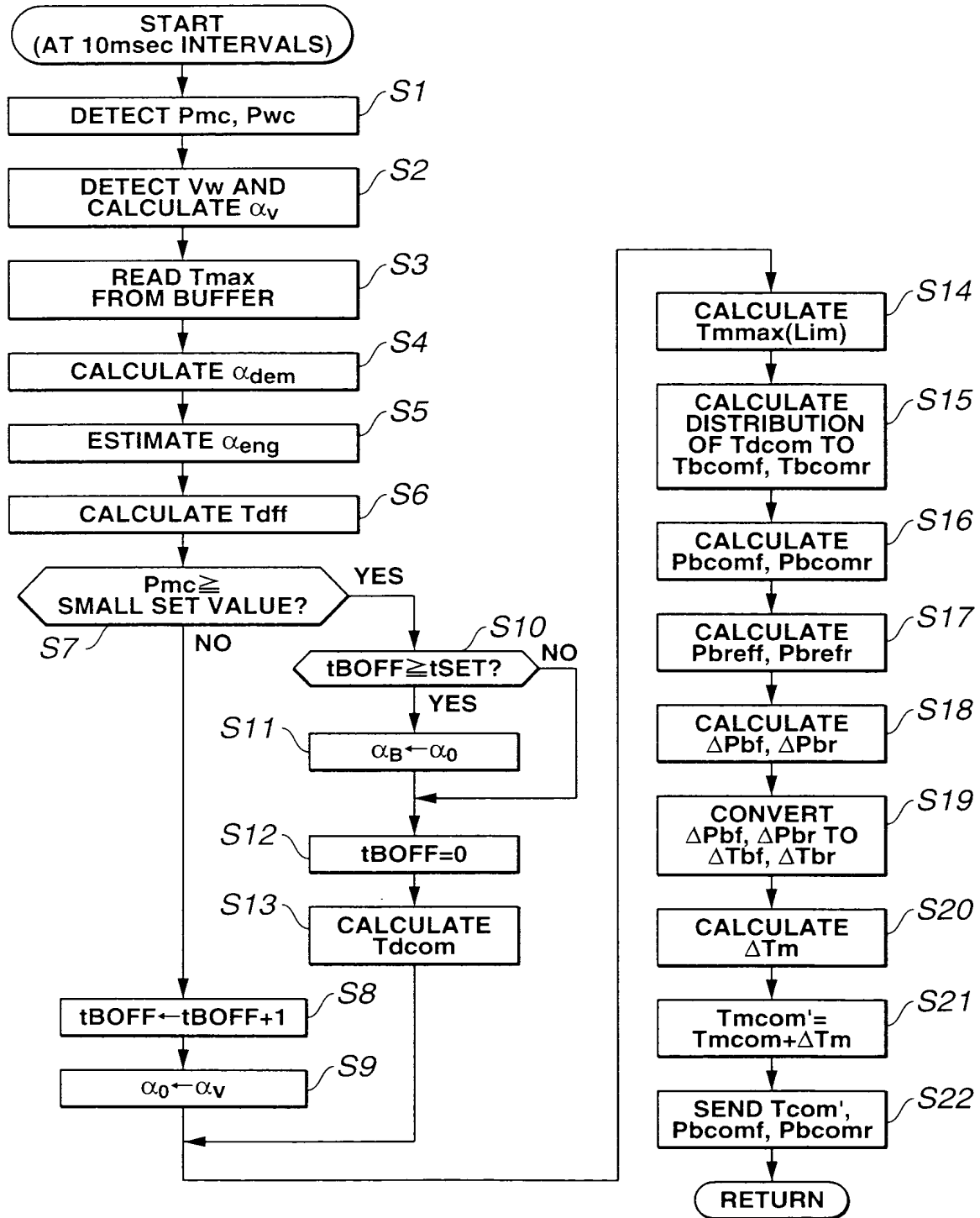
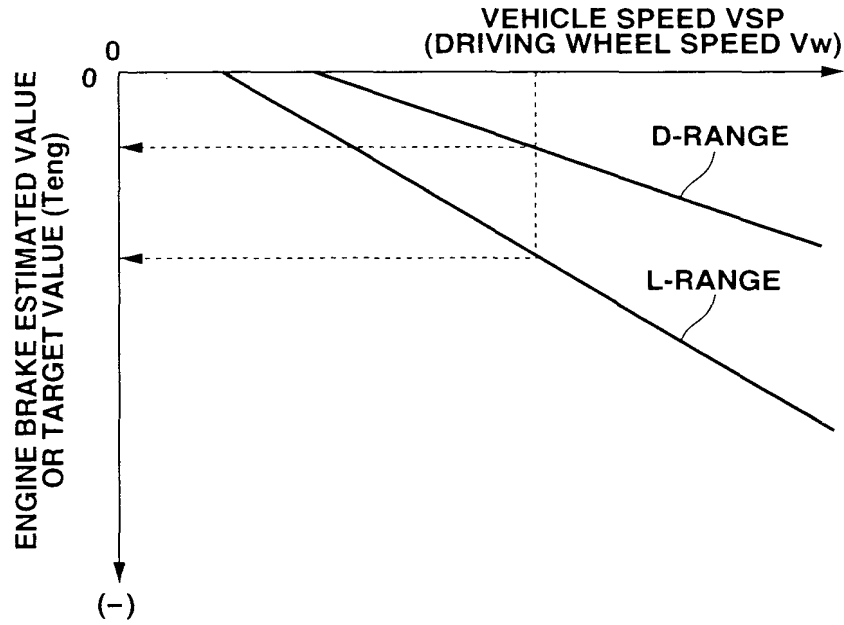


FIG.3



**FIG.4**



**FIG.5**

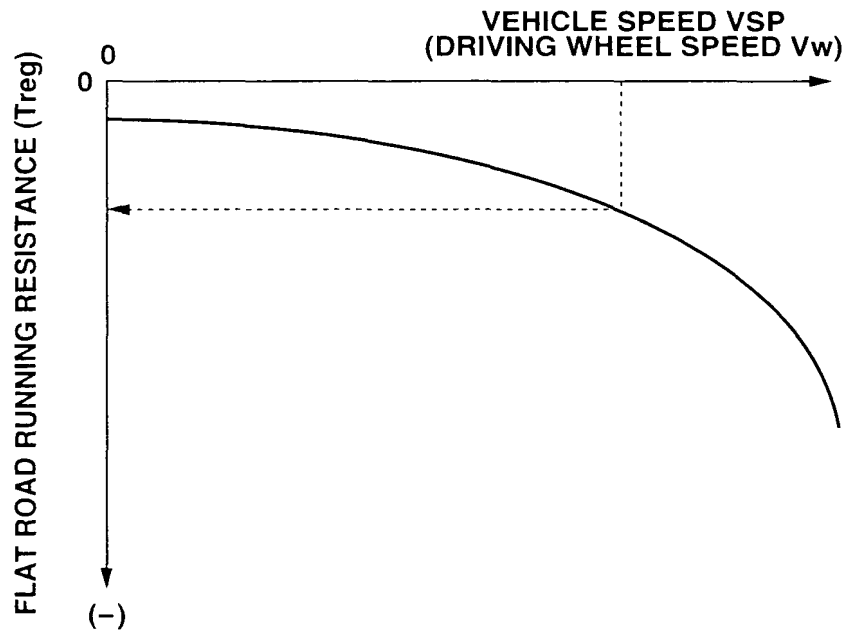


FIG.6

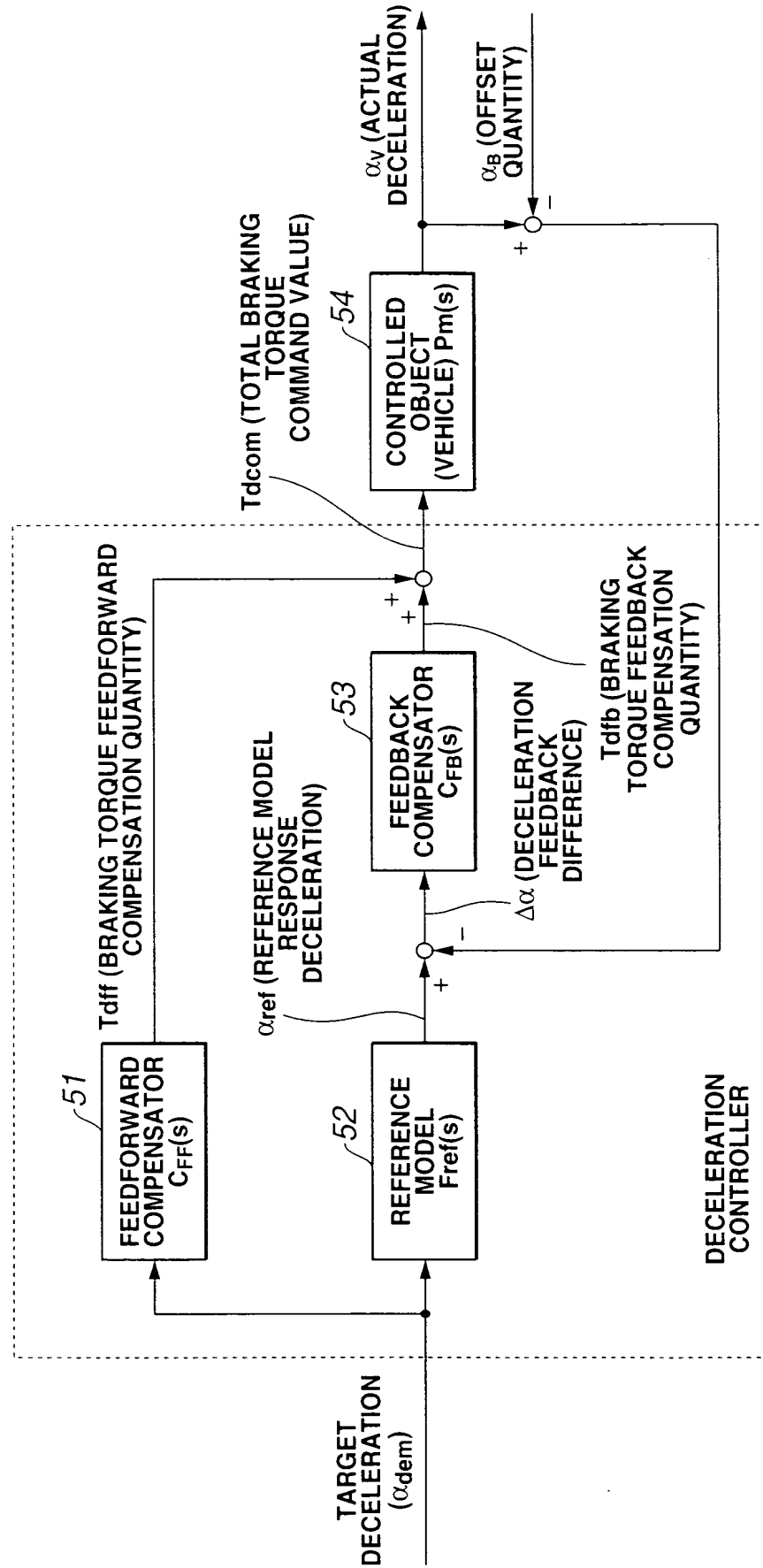


FIG.7

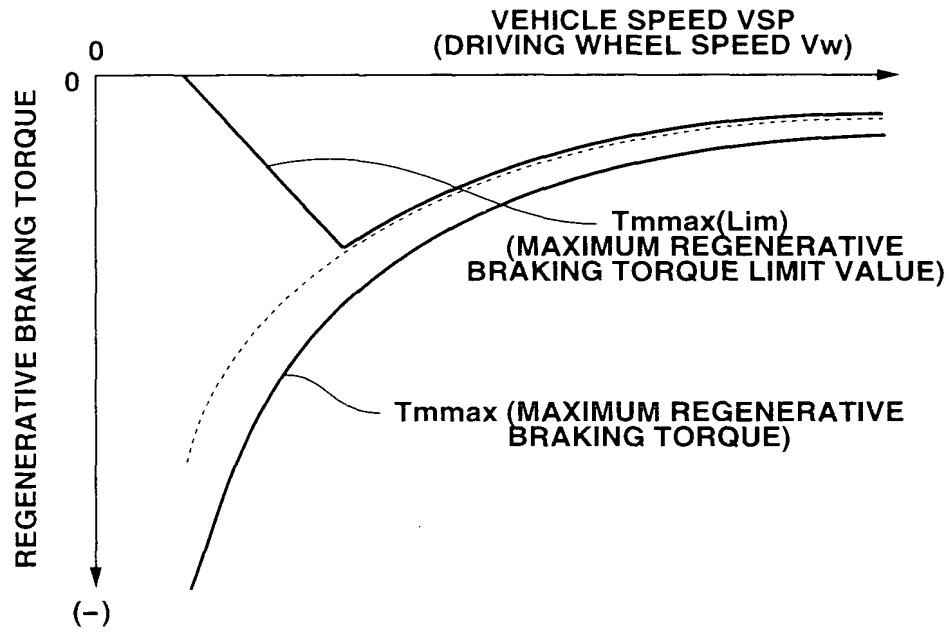


FIG.8

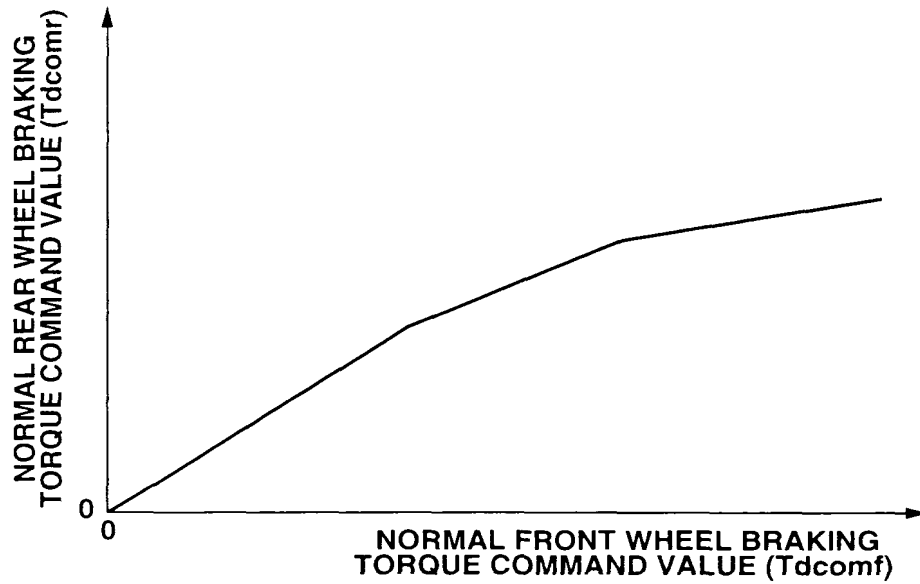


FIG.9

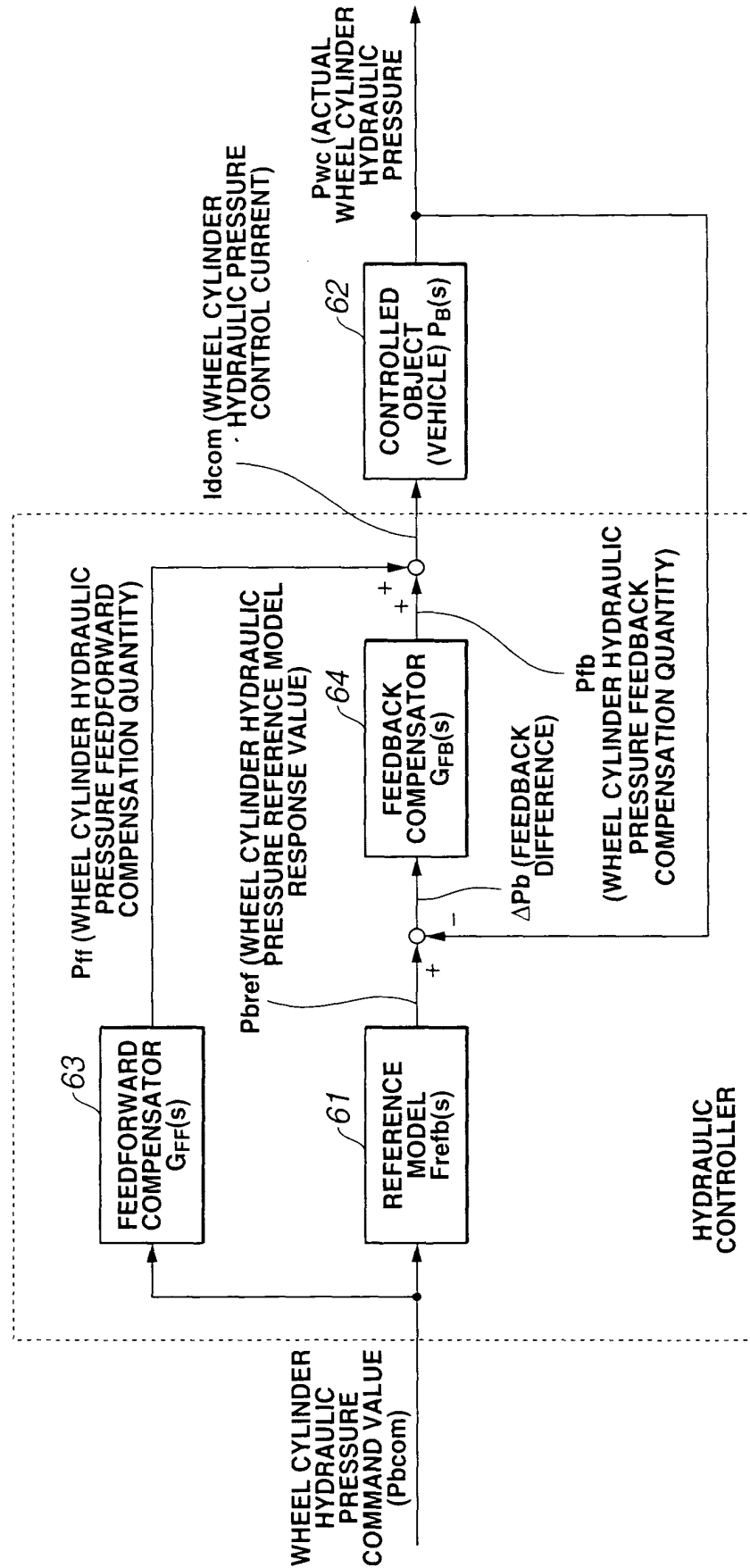


FIG.10A

MASTER  
CYLINDER  
HYDRAULIC  
PRESSURE  
( $P_{mc}$ )

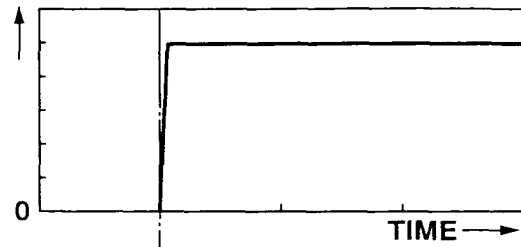


FIG.10B

DRIVING  
WHEEL  
DECELERATION

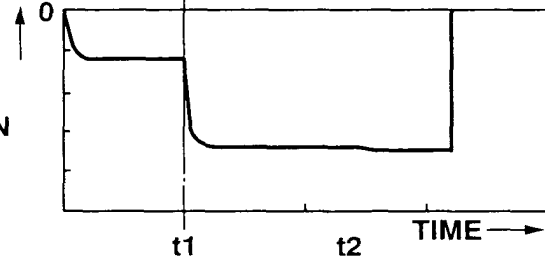


FIG.10C

VEHICLE SPEED  
(VSP)

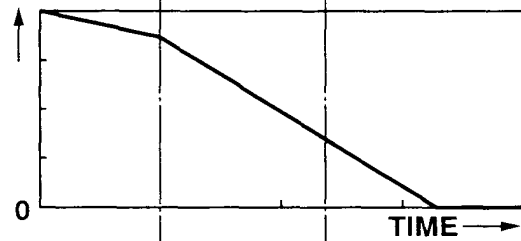


FIG.10D

FRONT WHEEL  
CYLINDER  
HYDRAULIC  
PRESSURE

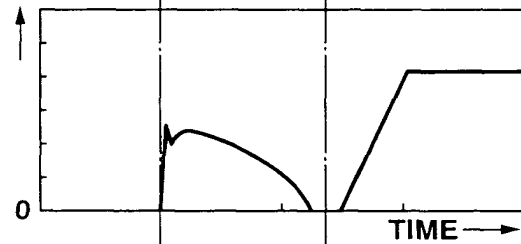


FIG.10E

REAR WHEEL  
CYLINDER  
HYDRAULIC  
PRESSURE

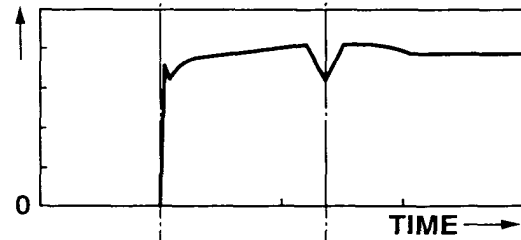


FIG.10F

CORRECTED  
REGENERATIVE  
BRAKING TORQUE  
COMMAND VALUE  
 $T_{mcom}'$   
MAXIMUM  
REGENERATIVE  
BRAKING TORQUE  
LIMIT VALUE  
 $T_{mmax}(Lim)$

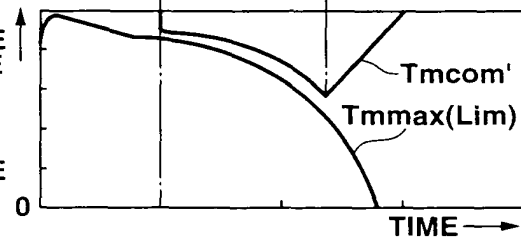




FIG.11A

MASTER  
CYLINDER  
HYDRAULIC  
PRESSURE  
( $P_{mc}$ )

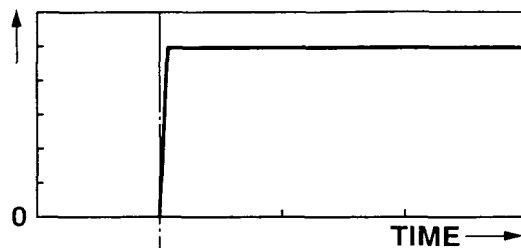


FIG.11B

DRIVING  
WHEEL  
DECELERATION

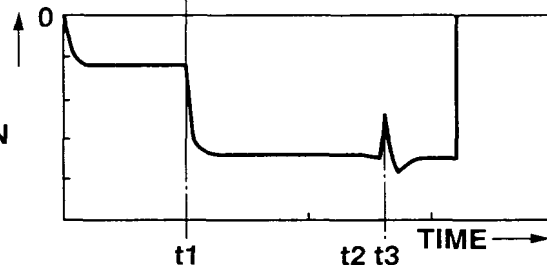


FIG.11C

VEHICLE SPEED  
(VSP)

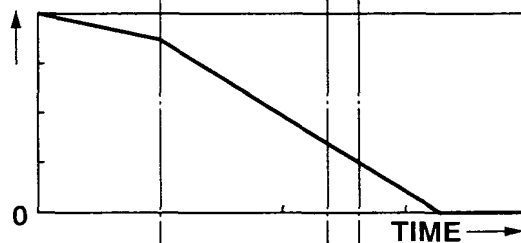


FIG.11D

FRONT WHEEL  
CYLINDER  
HYDRAULIC  
PRESSURE

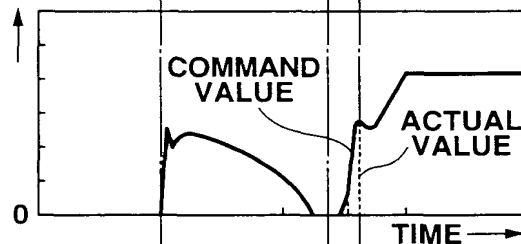


FIG.11E

REAR WHEEL  
CYLINDER  
HYDRAULIC  
PRESSURE

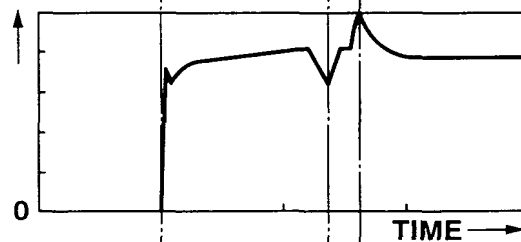


FIG.11F

CORRECTED  
REGENERATIVE  
BRAKING TORQUE  
COMMAND VALUE  
 $T_{mcom}'$   
MAXIMUM  
REGENERATIVE  
BRAKING TORQUE  
LIMIT VALUE  
 $T_{mmax}(Lim)$

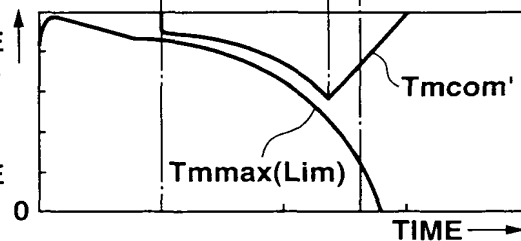


FIG.12A

MASTER  
CYLINDER  
HYDRAULIC  
PRESSURE  
( $P_{mc}$ )

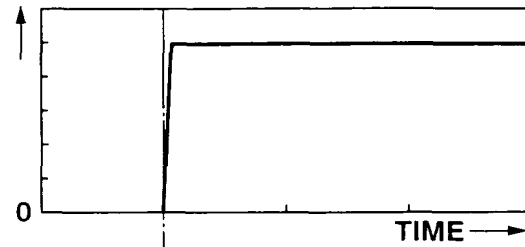


FIG.12B

DRIVING  
WHEEL  
DECELERATION

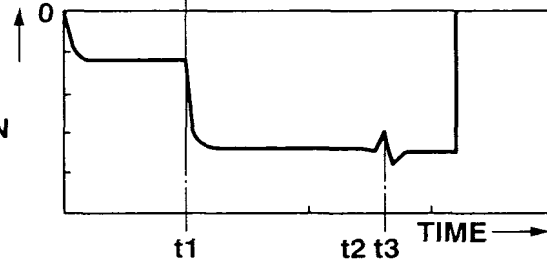


FIG.12C

VEHICLE SPEED  
(VSP)

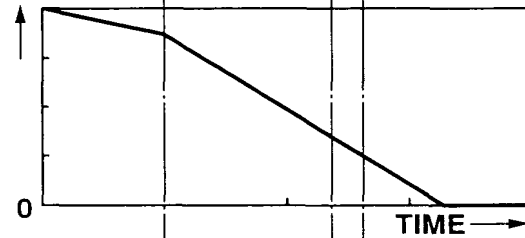


FIG.12D

FRONT WHEEL  
CYLINDER  
HYDRAULIC  
PRESSURE

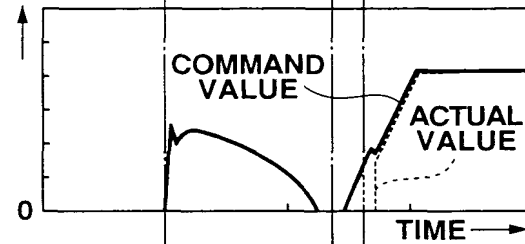


FIG.12E

REAR WHEEL  
CYLINDER  
HYDRAULIC  
PRESSURE

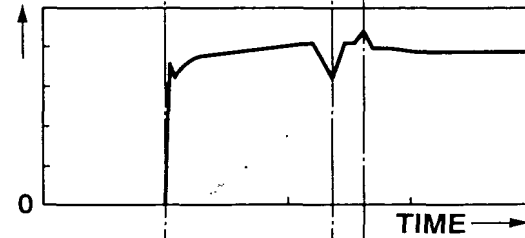


FIG.12F

CORRECTED  
REGENERATIVE  
BRAKING TORQUE  
COMMAND VALUE  
 $T_{mcom'}$   
MAXIMUM  
REGENERATIVE  
BRAKING TORQUE  
LIMIT VALUE  
 $T_{mmax(Lim)}$

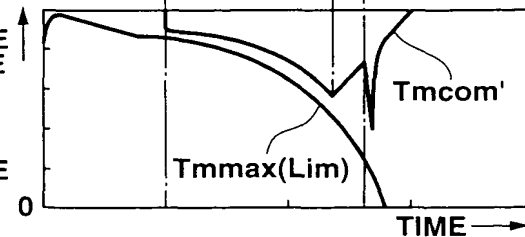


FIG.13A

MASTER  
CYLINDER  
HYDRAULIC  
PRESSURE  
( $P_{mc}$ )

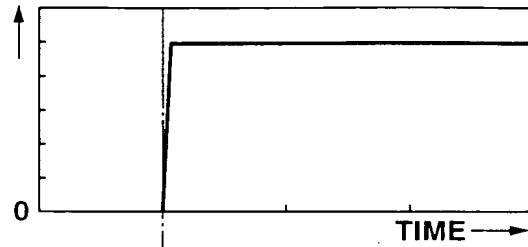


FIG.13B

DRIVING  
WHEEL  
DECELERATION



FIG.13C

VEHICLE SPEED  
(VSP)

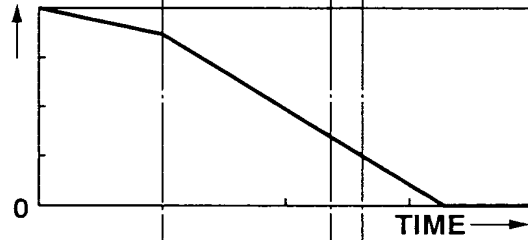


FIG.13D

FRONT WHEEL  
CYLINDER  
HYDRAULIC  
PRESSURE

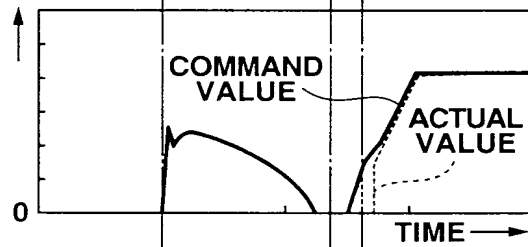


FIG.13E

REAR WHEEL  
CYLINDER  
HYDRAULIC  
PRESSURE

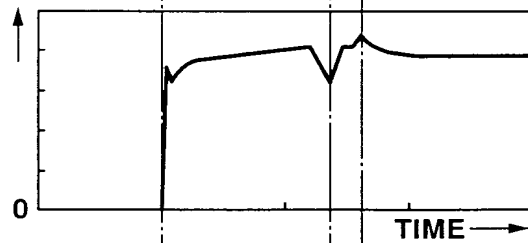


FIG.13F

CORRECTED  
REGENERATIVE  
BRAKING TORQUE  
COMMAND VALUE  
 $T_{mcom'}$   
MAXIMUM  
REGENERATIVE  
BRAKING TORQUE  
LIMIT VALUE  
 $T_{mmax(Lim)}$

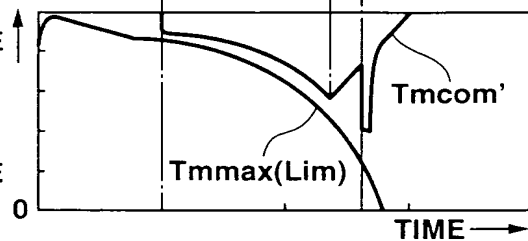


FIG.14B

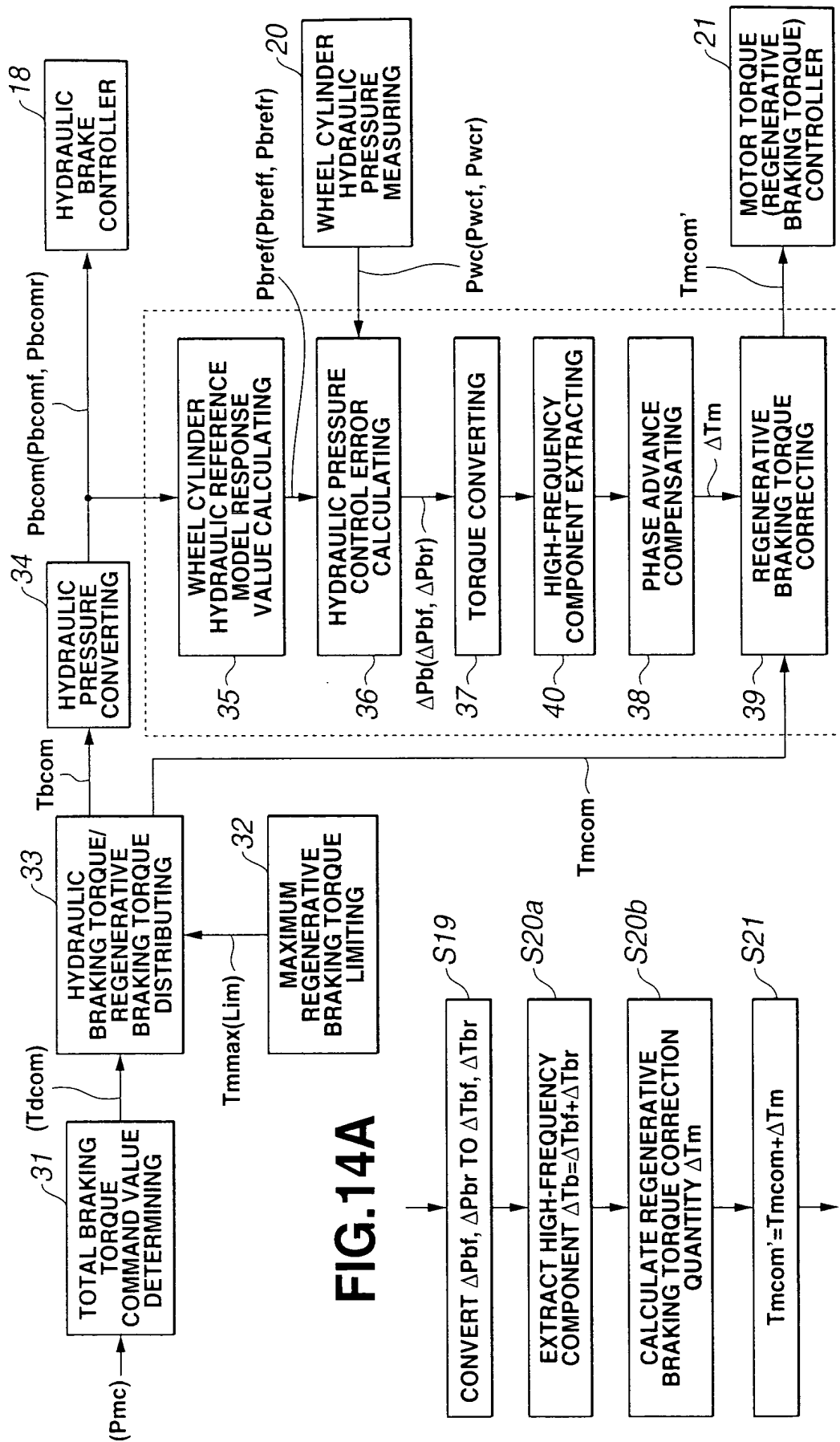


FIG.14A

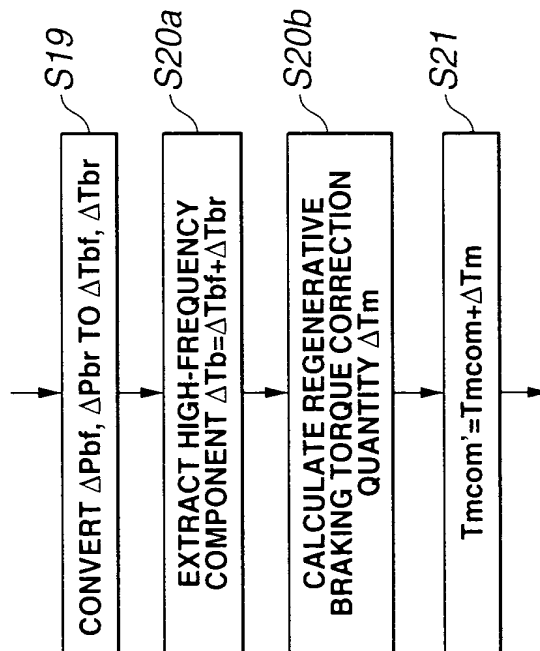


FIG.15A

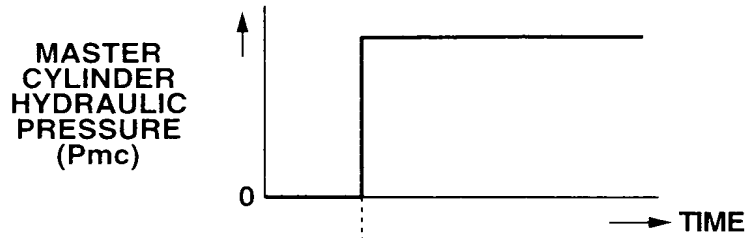


FIG.15B

DECELERATION

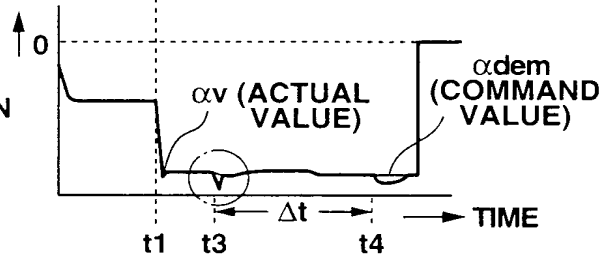


FIG.15C

FRONT WHEEL CYLINDER HYDRAULIC PRESSURE

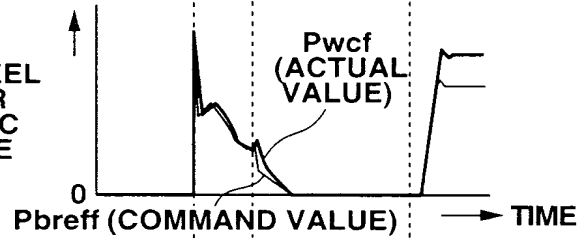


FIG.15D

REAR WHEEL CYLINDER HYDRAULIC PRESSURE

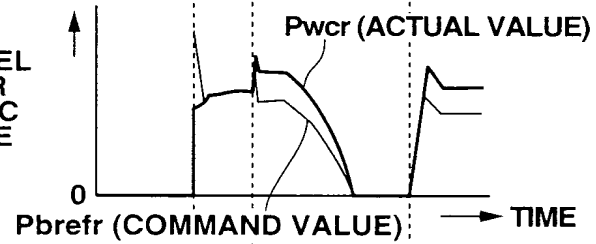


FIG.15E

REGENERATIVE BRAKING TORQUE

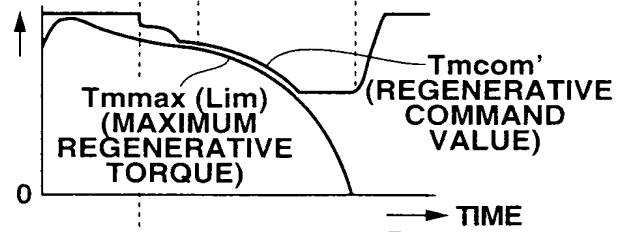


FIG.15F

REGENERATIVE QUANTITY

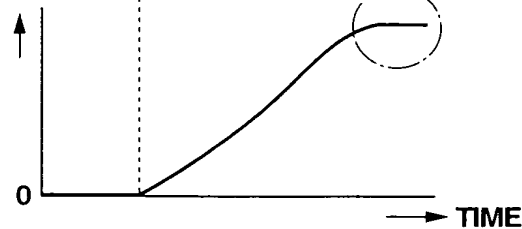


FIG.16A

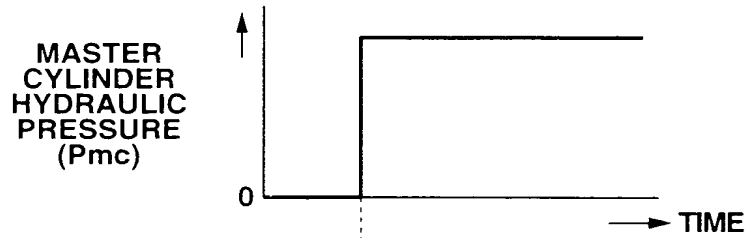


FIG.16B

DECELERATION

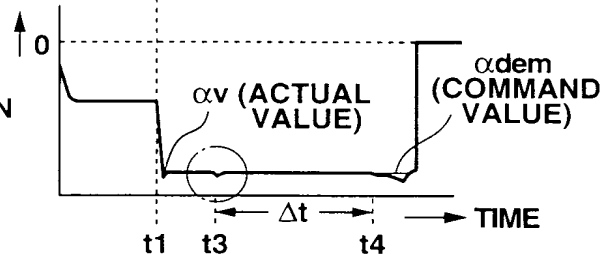


FIG.16C

FRONT WHEEL CYLINDER HYDRAULIC PRESSURE

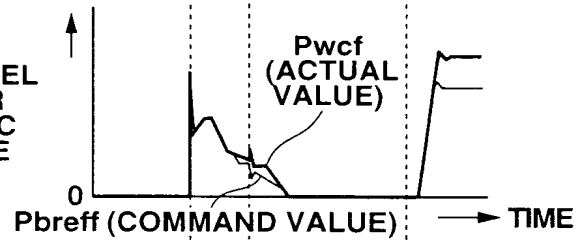


FIG.16D

REAR WHEEL CYLINDER HYDRAULIC PRESSURE

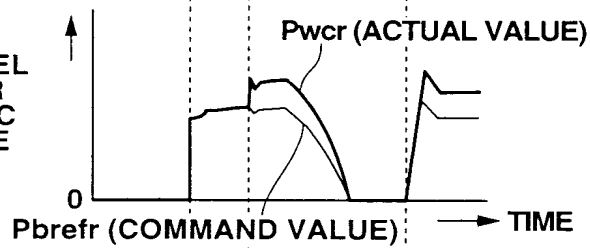


FIG.16E

REGENERATIVE BRAKING TORQUE

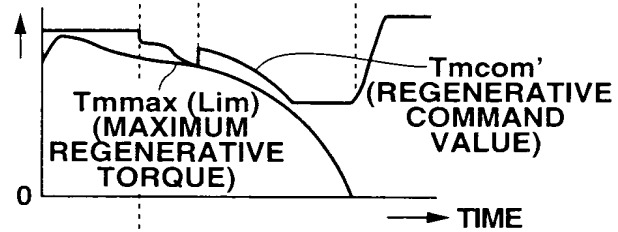


FIG.16F

REGENERATIVE QUANTITY

